

**An Ordinance by Debi Starnes**

**An Ordinance to endorse the Inman Park Traffic Calming Plan, as the official planning document for Inman Park, relating to entrance features, road narrowings, intersection improvements and reconfigurations and raised elements and other traffic calming features.**

WHEREAS, Inman Park Neighborhood Association has worked with professional designers to develop a long-range plan for traffic calming measures,

AND WHEREAS, this plan plans for four separate types of traffic calming categories – (A) Entrance Features, (B) Road Narrowings, (C) Intersection Reconfigurations and (D) Raised Elements,

AND WHEREAS, the neighborhood wishes to raise private funds to match City resources to implement the plan over the coming years,

AND WHEREAS, the neighborhood wishes to have the plan formally recognized by the City, so that any future changes and/or improvements are done in conjunction with the long-range plan,

BE IT THEREFORE ORDAINED, that the attached document titled “Inman Park Traffic Calming Plan” is formally accepted and approved as the future planning document for any street changes and/or improvements to be constructed in the neighborhood,

BE IT THEREFORE ORDAINED, that the City will review any future permit requests for such work, to ensure compliance with this approved plan.



## SECTION 3.0 CONCEPT PLAN

### 3.1 Area-Wide Mobility Improvement and Streetscape Plan

#### Traffic Calming

The area-wide strategy involves four main types of measures to inhibit speeding, improve pedestrian safety, and eliminate inter-modal conflicts:

- A. **Entrance Features** comprised of a landscaped median with vertical elements such as plantings and signage
- B. **Road Narrowings** at key intersections
- C. **Intersection Reconfigurations**
- D. **Raised Elements** used sparingly, to give primacy to the pedestrian in key locations such as the crossings of Freedom Park and its PATH.

#### Sidewalk Repair

The neighborhood is engaged in an ongoing effort to replace and repair nonexistent or hazardous sidewalks. Historic district regulations stipulate that:

- b. An unpaved planting strip adjacent and parallel to the public street shall be provided. The compatibility rule shall apply to the dimensions and location of planting strips.





c. A sidewalk between the planting strip and the required front yard and parallel to the public street shall be provided. The compatibility rule shall apply to sidewalks. The sidewalk shall be the same width as the sidewalk on abutting properties or it shall be the width required by law, whichever is greater. If no sidewalk exists in the block, the new sidewalk shall not be less than six-feet wide. If no sidewalk paving material predominates in the block, the sidewalk shall be constructed of the historically accurate material for that block, either hexagonal pavers, concrete inlaid with hexagonal imprint, or brick.



T R A F F I C      C A L M I N G      P L A N



**LILLIAN PARK NEIGHBORHOOD**  
**TRAFFIC CALMING**

**NOTES:**

- ① measure already exists or partially exists
- ② measure first part of existing measure
- ③ road not passing through and not to be improved
- ④ measure about five miles to be changed

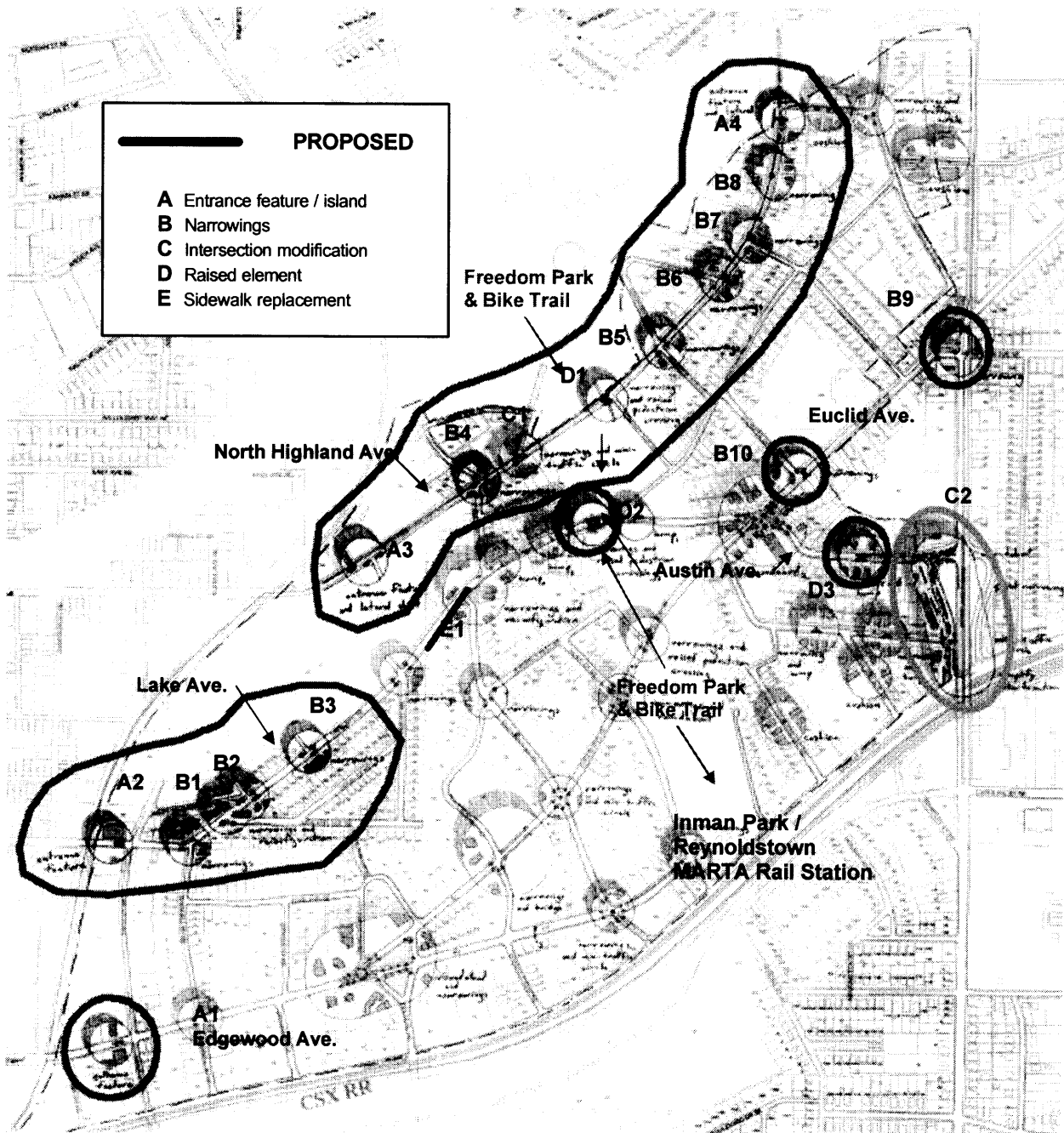
**LEGEND:**

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### 3.2 PROJECTS ELIGIBLE FOR Q23 FUNDING





### 3.3 PROJECTS ELIGIBLE FOR Q23 FUNDING CONSTRUCTION COST ESTIMATE

#### INMAN PARK

##### Measure

ID	Project Type	Description	Total Cost
A1	Entrance feature	Edgewood at Krog	\$15,945
A2	Entrance feature	Lake at Krog	\$15,945
A3	Entrance feature	North Highland	\$15,545
A4	Entrance feature	N. Highland at Cleburne	\$19,195
B1	Narrowing	Lake at Waddell	\$34,730
B2A	Narrowing and intersection reconfiguration	Lake at Ashland	\$45,930
B2B	Narrowing and intersection reconfiguration	Lake at Krog / West Ashland	\$53,460
B3	Narrowing	Lake at Mead entrance	\$27,270
B4	Narrowing	N. Highland at Elizabeth	\$55,515
B5	Narrowing	N. Highland at Washita	\$51,640
B6	Narrowing	N. Highland at Albion	\$29,600
B7	Narrowing	N. Highland at Colquitt	\$40,605
B8	Narrowing	N Highland near Cleburne	\$12,445
B9	Narrowing	Euclid at Moreland	\$14,980
B10	Narrowing	Euclid at Washita	\$35,320
C1	Mini circle with narrowing	N. Highland at Copenhill	\$37,680
C2	Roundabout and narrowings	Moreland Ave frontage road	\$198,860
D1	Raised pedestrian crosswalk at park	N Highland at Carmel	\$11,090
D2	Raised pedestrian crosswalk at park	Austin at Sinclair	\$19,390
D3	Speed hump and narrowing	Austin east of Euclid	\$35,900
E1	Sidewalk replacement	Sidewalk replacement at Lake	\$46,150
<b>Subtotal</b>			<b>\$817,195</b>
Design contingency 10%			\$81,720
<b>Subtotal</b>			<b>\$899,000</b>
Escalation to FY2007 (@ 5%)			\$110,000
<b>TOTAL CONSTRUCTION</b>			<b>\$1,009,000</b>

COST COMPONENTS				
Base cost	Pavers at		Trees	
	Crosswalks	Unit cost <sup>1</sup>	Quantity	Tree Cost
\$15,745		\$200	1	\$200
\$15,745		\$200	1	\$200
\$15,345		\$200	1	\$200
\$18,995		\$200	1	\$200
\$21,430	\$12,100	\$300	4	\$1,200
\$32,930	\$12,100	\$300	3	\$900
\$34,060	\$18,200	\$300	4	\$1,200
\$14,870	\$12,100	\$300	1	\$300
\$29,215	\$24,200	\$300	7	\$2,100
\$26,240	\$24,200	\$300	4	\$1,200
\$16,300	\$12,100	\$300	4	\$1,200
\$24,205	\$15,200	\$300	4	\$1,200
\$12,145		\$300	1	\$300
\$8,680	\$6,000	\$300	1	\$300
\$21,720	\$12,100	\$300	5	\$1,500
\$24,680	\$12,100	\$300	3	\$900
\$191,360		\$300	25	\$7,500
\$9,890		\$300	4	\$1,200
\$9,890	\$8,300	\$300	4	\$1,200
\$18,000	\$16,700	\$300	4	\$1,200
\$42,550		\$300	12	\$3,600
\$603,995	\$185,400			\$27,800

Notes: 1. Tree replacement cost based on min. 25 gal. street trees, to be installed by neighborhood at material cost only (material source: Trees Atlanta)

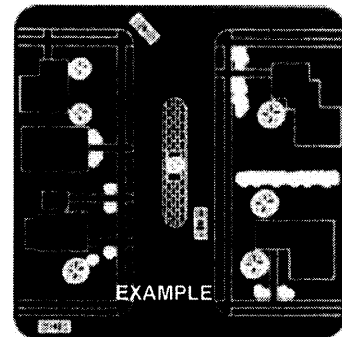
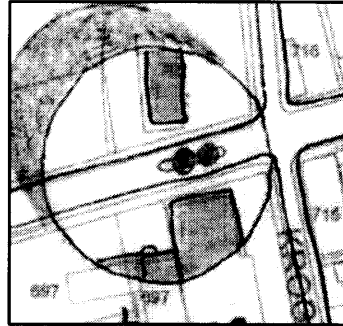




**A-1 Location: Edgewood Ave at Krog St**

**Project Description:** Entrance Feature

The proposed improvement consists of an eight foot wide raised center median on Edgewood Ave just west of Krog st. The island will create two 11 foot travel lanes with four foot bike lanes, one on either side of the island. The raised center median will include landscaping with entrance features to the neighborhood.



**Assumptions:**

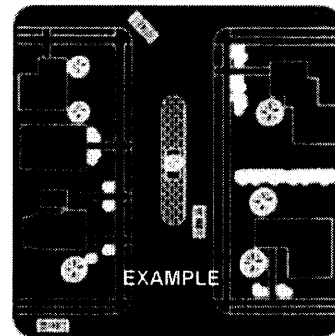
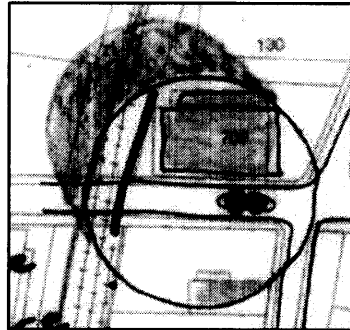
The raised center island will be eight feet in width and 20 feet in length using granite curb. The center of the island will be landscaped with customized Inman Park sign. The existing roadway will be milled and resurfaced adjacent to the proposed island. The existing granite curb and sidewalk is in poor condition and will be replaced. There are no impacts to existing utilities or drainage structures.

Construction Cost Estimate				
Material	Quantity		Unit Cost	Cost
Grading Complete	Lump			\$4,000
Traffic Control	Lump			\$1,000
Erosion Control	Lump			\$500
Utility Relocation	-			-
Signing and Marking (3 signs)	3			\$2,000
Drainage	-			-
Granite Curb	100	LF	\$35	\$3,500
Brick Pavers	-	SY	\$310	-
Concrete Sidewalk	30	SY	\$35	\$1050
Stamped Concrete Sidewalk (Hexagon)	-	SY	\$40	-
6" Graded Aggregate Base	-	SY	\$10	-
Grassing (Seed)	-	AC	\$1,000	-
Asphalt	18	Ton	\$45	\$810
Milling	167	SY	\$5	\$835
<b>Sub-Total:</b>				<b>\$13,695</b>
E & C (15%)				\$2,050
<b>Total Construction Cost:</b>				<b>\$15,745</b>
Required Right of Way				-
<b>Total Project Cost:</b>				<b>\$15,745</b>



**A-2 Location: Lake Ave at Krog St**

**Project Description:**  
Entrance Feature



The proposed improvement consists of an eight foot wide raised center median on Lake Ave just west of Krog St. The island will create two 11 foot travel lanes, one on either side of the island. The raised center median will include landscaping with entrance features to the neighborhood.

**Assumptions:**

The raised center island will be eight feet in width and 20 feet in length using granite curb. The center of the island will be landscaped with customized Inman Park sign. The existing roadway will be milled and resurfaced adjacent to the proposed island. There are no impacts to existing utilities or drainage structures. The existing sidewalk is in good condition and will not be impacted

Construction Cost Estimate				
Material	Quantity		Unit Cost	Cost
Grading Complete	Lump			\$4,000
Traffic Control	Lump			\$1,000
Erosion Control	Lump			\$500
Utility Relocation	-			-
Signing and Marking	Lump			\$2,000
Drainage	-			-
Concrete curb & Gutter	100	LF	\$35	\$3,500
Brick Sidewalk	-	SY	\$60	-
Concrete Sidewalk	30	SY	\$35	\$1050
Stamped Concrete Sidewalk (hexagon)	-	SY	\$40	-
6" Graded Aggregate Base	-	SY	\$10	-
Grassing (Seed)	-	AC	\$1,000	-
Asphalt	18	Ton	\$45	\$810
Milling	167	SY	\$5	\$835
<b>Sub-Total:</b>				<b>\$13,695</b>
E & C (15%)				\$2,050
<b>Total Construction Cost:</b>				<b>\$15,745</b>
Required Right of Way				-
<b>Total Project Cost:</b>				<b>\$15,745</b>

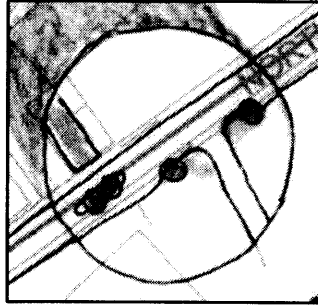




**A-3 Location: North Highland Ave**

**Project Description:** Entrance  
Feature with Lateral Shift

The proposed improvement consists of an eight foot wide raised center median on North Highland Ave. The island will create two 11 foot travel lanes, one on either side of the island. In addition to the center island the outside curb line will be shifted inward to create a narrowing effect.



**Assumptions:**

The raised center island will be eight feet in width and 25 feet in length using concrete header curb to match existing materials. The center of the island will be landscaped with customized Inman Park sign. The existing curb line will be shifted four feet towards the centerline of the road. The existing roadway will be milled and resurfaced adjacent to the proposed island and narrowings. There are no impacts to existing utilities or drainage structures. The existing sidewalk is in good condition and will not be impacted

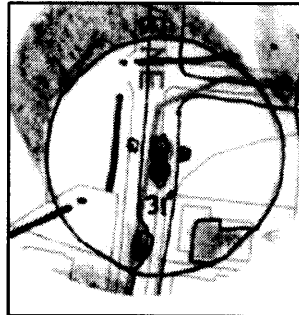
Construction Cost Estimate				
Material	Quantity	Unit	Unit Cost	Cost
Grading Complete	Lump			\$4,000
Traffic Control	Lump			\$1,000
Erosion Control	Lump			\$500
Utility Relocation	-			-
Signing and Marking (3 signs)	3			\$2000
Drainage	-			-
Concrete curb & Gutter	210	LF	\$20	\$4,200
Brick Pavers	-	SY	\$310	-
Concrete Sidewalk	-	SY	\$35	-
Stamped Concrete Sidewalk	-	SY	\$40	-
6" Graded Aggregate Base	-	SY	\$10	-
Grassing (Seed)	-	AC	\$1,000	-
Asphalt	18	Ton	\$45	\$810
Milling	167	SY	\$5	\$835
<b>Sub-Total:</b>				<b>\$13,345</b>
E & C (15%)				\$2,000
<b>Total Construction Cost:</b>				<b>\$15,345</b>
Required Right of Way				-
<b>Total Project Cost:</b>				<b>\$15,345</b>



**A-4 Location: North Highland Ave at Cleburne Ave**

**Project Description:** Entrance Feature with Lateral Shift

The proposed improvement consists of an eight foot wide raised center median on North Highland Ave. The island will create two 11-foot travel lanes, one on either side of the island. In addition to the center island the outside curb line will be shifted inward to create a narrowing effect.



**Assumptions:**

The raised center island will be eight feet in width and 20 feet in length using concrete header curb. The center of the island will be landscaped with customized Inman Park sign. The existing curb line will be shifted four feet towards the centerline of the road. The existing roadway will be milled and resurfaced adjacent to the proposed island and narrowings. There are no impacts to existing utilities or drainage structures. The existing sidewalk is in good condition and will not be impacted

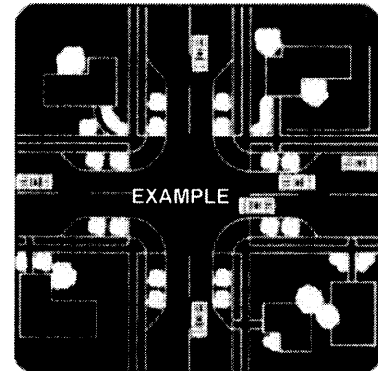
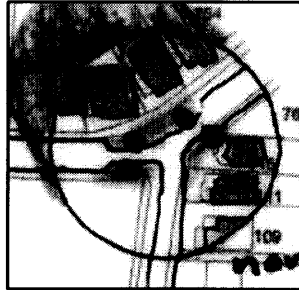
Construction Cost Estimate				
Material	Quantity		Unit Cost	Cost
Grading Complete	Lump			\$4,000
Traffic Control	Lump			\$1,000
Erosion Control	Lump			\$500
Utility Relocation	-			-
Signing and Marking (3 signs)	3			\$2000
Drainage	-			-
Granite Curb	210	LF	\$35	\$7,350
Brick Pavers	-	SY	\$310	-
Concrete Sidewalk	-	SY	\$35	-
Stamped Concrete Sidewalk	-	SY	\$40	-
6" Graded Aggregate Base	-	SY	\$10	-
Grassing (Seed)	-	AC	\$1,000	-
Asphalt	18	Ton	\$45	\$810
Milling	167	SY	\$5	\$835
<b>Sub-Total:</b>				<b>\$16,495</b>
E & C (15%)				\$2,500
<b>Total Construction Cost:</b>				<b>\$18,995</b>
Required Right of Way				-
<b>Total Project Cost:</b>				<b>\$18,995</b>



### **B-1 Location: Lake Ave at Waddell St**

#### **Project Description: Roadway Narrowings**

The proposed improvement consists of narrowing the width of Lake Ave to 11-foot travel lanes. Narrowings will be constructed on the north and south sides of the intersection.



Waddell St will be narrowed to 11-foot travel lanes at the intersection.

#### **Assumptions:**

The existing curb line will be shifted towards the centerline of the road on both sides of Lake Ave. ADA ramps will be installed at the intersection. Granite curb will be used at the intersection. The intersection will be milled and resurfaced. The existing catch basin on the southeast corner will need to be relocated. There are no anticipated impacts to existing utilities or right-of-way.

Construction Cost Estimate				
Material	Quantity		Unit Cost	Cost
Grading Complete	Lump			\$3,500
Traffic Control	Lump			\$500
Erosion Control	Lump			\$200
Utility Relocation	-			-
Signing and Marking (2 crosswalks)	Lump			\$440
Drainage (relocate 1 catch basin)	1	EA	\$1,700	\$1,700
Granite Curb	250	LF	\$35	\$8,750
Brick sidewalk	-	SY	\$310	-
Concrete Sidewalk	25	SY	\$60	\$1,500
Stamped Concrete sidewalk (hexagon)	25	SY	\$40	\$1,000
6" Graded Aggregate Base	-	SY	\$10	-
Grassing (Seed)	-	AC	\$1,000	-
Asphalt	12	Ton	\$45	\$540
Milling	100	SY	\$5	\$500
<b>Sub-Total:</b>				<b>\$18,630</b>
E & C (15%)				\$2,800
<b>Total Construction Cost:</b>				<b>\$21,430</b>
Required Right of Way				-
<b>Total Project Cost:</b>				<b>\$21,430</b>

Crosswalks with brick pavers on two approaches for an additional \$12,100.



**B-2A Location: Lake Ave at Ashland Ave**

**Project Description:**

Intersection  
Reconfiguration and  
Roadway Narrowings



The proposed improvement consists of re-aligning the westbound approach of Ashland Ave to intersect Lake Ave at 90 degrees. Narrowings will be constructed at the intersection narrowing Lake Ave, and Ashland Ave to 11-foot travel lanes.

**Assumptions:**

The existing curb line on Lake Ave will be shifted towards the centerline of the road on the south side of the intersection. Existing brick sidewalk and granite curbs on the southeast side of Lake Ave is in poor condition and will be replaced in kind. ADA ramps will be installed at the intersection. Granite curb will be used at the intersection. The intersection will be milled and resurfaced. An existing catch basin and drop inlet will need to be relocated. There are no anticipated impacts to existing utilities or right-of-way.

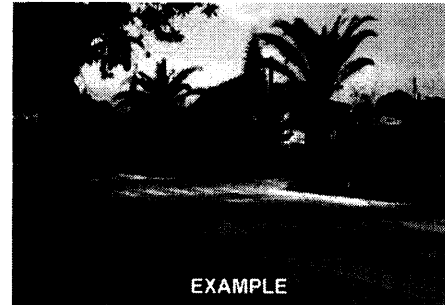
Construction Cost Estimate				
Material	Quantity		Unit Cost	Cost
Grading Complete	Lump			\$4,000
Traffic Control	Lump			\$800
Erosion Control	Lump			\$500
Utility Relocation	-			-
Signing and Marking (2 crosswalks)	Lump			\$440
Drainage (Relocate 1 catch basin and 1 drop inlet)	2	EA	\$1,700	\$3,400
Granite Curb	370	LF	\$35	\$12,950
Brick Sidewalk	75	SY	\$60	\$4,500
Concrete Sidewalk	-	SY	\$35	-
Stamped Concrete Sidewalk (hexagon)	25	SY	\$40	\$1,000
6" Graded Aggregate Base	-	SY	\$10	-
Grassing (Seed)	-	AC	\$1,000	-
Asphalt	12	Ton	\$45	\$540
Milling	100	SY	\$5	\$500
<b>Sub-Total:</b>				<b>\$28,630</b>
E & C (15%)				\$4,300
<b>Total Construction Cost:</b>				<b>\$32,930</b>
Required Right of Way				-
<b>Total Project Cost:</b>				<b>\$32,930</b>

Crosswalks with brick pavers on two approaches for an additional \$12,100.



**B-2B Location: Lake Ave  
at West Ashland Ave/The  
Brickworks**

**Project Description:**  
Intersection  
Reconfiguration and  
Roadway Narrowings



The proposed improvement consists of re-aligning the northbound approach of West Ashland Ave to intersect Lake Ave at 90 degrees. West Ashland will be re-aligned to intersect the entrance to Brickworks community at a 90 degree. Narrowings will be constructed on all quadrants of the intersection narrowing Lake Ave, and West Ashland Ave to 11-foot travel lanes at the intersection.

**Assumptions:**

The existing curb line on Lake Ave will be shifted towards the centerline of the road at the intersection. Existing brick sidewalk on the southeast side of Lake Ave is in poor condition and will be replaced in kind. ADA ramps will be installed at the intersection. Granite curb will be used at the intersection. The intersection will be milled and resurfaced. There are no anticipated impacts to existing utilities, drainage structures, or right-of-way.

Construction Cost Estimate				
Material	Quantity		Unit Cost	Cost
Grading Complete	Lump			\$4,000
Traffic Control	Lump			\$800
Erosion Control	Lump			\$500
Utility Relocation	-			-
Signing and Marking (2 crosswalks)	Lump			\$440
Drainage	-			-
Granite Curb	430	LF	\$35	\$15,050
Brick Sidewalk	110	SY	\$60	\$6,600
Concrete Sidewalk	-	SY	\$35	-
Stamped Concrete Sidewalk (hexagon)	25	SY	\$40	\$1,000
6" Graded Aggregate Base	-	SY	\$10	-
Grassing (Seed)	-	AC	\$1,000	-
Asphalt	14	Ton	\$45	\$630
Milling	120	SY	\$5	\$600
<b>Sub-Total:</b>				<b>\$29,620</b>
E & C (15%)				\$4,440
<b>Total Construction Cost:</b>				<b>\$34,060</b>
Required Right of Way				-
<b>Total Project Cost:</b>				<b>\$34,060</b>

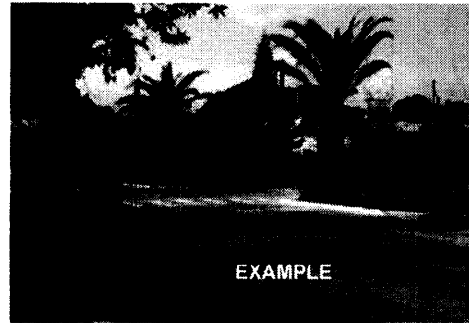
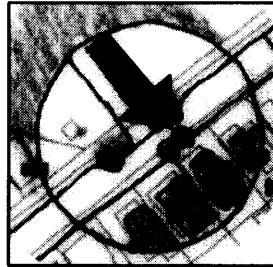
Crosswalks with brick pavers on three approaches for an additional \$18,200.



**B-3 Location: Lake Ave at Development Entrance**

**Project Description:**  
Roadway Narrowings

The proposed improvement consists of narrowing the width of Lake Ave to 11-foot travel lanes. Narrowings will be constructed on the northwest side of Lake Ave. by the developers. This estimate is for the narrowing on the southeast side only.



**Assumptions:**

The existing curb line will be shifted towards the centerline of the road at the intersection. The existing brick sidewalk and granite curb will be replaced. ADA ramps will be installed at the intersection. The intersection will be milled and resurfaced. There are no anticipated impacts to existing utilities, drainage structures, or right-of-way.

Construction Cost Estimate				
Material	Quantity		Unit Cost	Cost
Grading Complete	Lump			\$2,500
Traffic Control	Lump			\$500
Erosion Control	Lump			\$200
Utility Relocation	-			-
Signing and Marking	Lump			\$440
Drainage	-	EA	\$1,700	-
Granite Curb	150	LF	\$35	\$5,250
Brick Pavers (sidewalk)	50	SY	\$60	\$3,000
Concrete Sidewalk	-	SY	\$35	-
Stamped Concrete Sidewalk (hexagon)	-	SY	\$40	-
6" Graded Aggregate Base	-	SY	\$10	-
Grassing (Seed)	-	AC	\$1,000	-
Asphalt	12	Ton	\$45	\$540
Milling	100	SY	\$5	\$500
<b>Sub-Total:</b>				<b>\$12,930</b>
E & C (15%)				\$1,940
<b>Total Construction Cost:</b>				<b>\$14,870</b>
Required Right of Way				-
<b>Total Project Cost:</b>				<b>\$14,870</b>

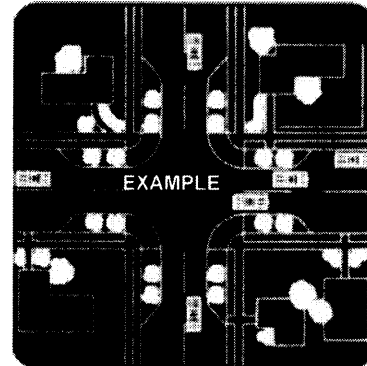
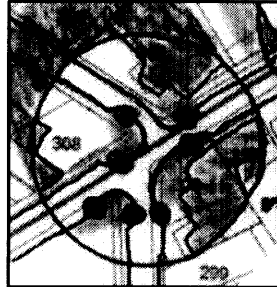
Crosswalks with brick pavers on two approaches for an additional \$12,100.



**B-4 Location: North Highland Ave at Elizabeth St**

**Project Description:** Roadway Narrowings

The proposed improvement consists of narrowing the width of North Highland Ave from 15-foot travel lanes to 11-foot lanes. Narrowings will be constructed on all four corners of the intersection. Elizabeth St will be narrowed to 11-foot lanes at the intersection.



**Assumptions:**

The existing curb line will be shifted four feet towards the centerline of the road on all four corners of the intersection. The existing damaged sidewalk on the northwest and south west corners will be replaced. New sidewalk and ADA ramps will be installed on all four corners. Granite curb will be used at the intersection. The intersection will be milled and resurfaced. There are no anticipated impacts to existing utilities, right-of-way or drainage structures.

Construction Cost Estimate				
Material	Quantity	Unit	Unit Cost	Cost
Grading Complete	Lump			\$4,500
Traffic Control	Lump			\$1,000
Erosion Control	Lump			\$1,000
Utility Relocation	-			-
Signing and Marking (4 crosswalks)	Lump			\$880
Drainage	-			-
Granite Curb	300	LF	\$35	\$10,500
Brick Pavers	-	SY	\$310	-
Concrete Sidewalk	120	SY	\$35	\$4,200
Stamped Concrete Sidewalk	-	SY	\$40	-
6" Graded Aggregate Base	-	SY	\$10	-
Grassing (Seed)	-	AC	\$1,000	-
Asphalt	35	Ton	\$45	\$1,575
Milling	350	SY	\$5	\$1,750
<b>Sub-Total:</b>				<b>\$25,405</b>
E & C (15%)				\$3,810
<b>Total Construction Cost:</b>				<b>\$29,215</b>
Required Right of Way				-
<b>Total Project Cost:</b>				<b>\$29,215</b>

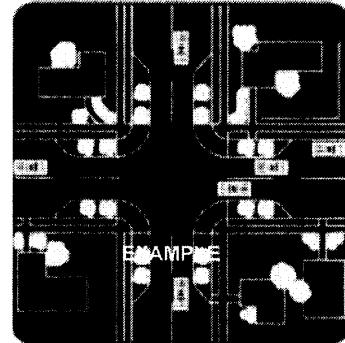
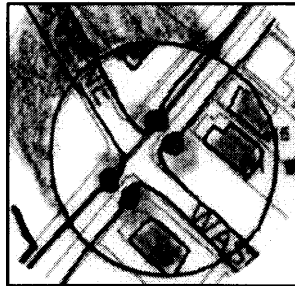
Crosswalks with brick pavers on four approaches for an additional \$24,200.



**B-5 Location: North Highland Ave at Washita Ave**

**Project Description:** Roadway Narrowings

The proposed improvement consists of narrowing the width of North Highland Ave from 15-foot travel lanes to 11-foot lanes. Narrowings will be constructed on all four corners of the intersection. Washita Ave will be narrowed to 11-foot lanes at the intersection.



**Assumptions:**

The existing curb line will be shifted four feet towards the centerline of the road on all four corners of the intersection. The existing damaged sidewalk on the southwest corner will be replaced. New sidewalk and ADA ramps will be installed on all four corners. Granite curb will be used at the intersection. Two existing drainage structures (catch basin) will need to be relocated. The intersection will be milled and resurfaced. There are no anticipated impacts to existing utilities or right-of-way.

Construction Cost Estimate				
Material	Quantity		Unit Cost	Cost
Grading Complete	Lump			\$4,500
Traffic Control	Lump			\$500
Erosion Control	Lump			\$300
Utility Relocation	-			-
Signing and Marking (4 crosswalks)	Lump			\$880
Drainage (Relocate 2 catch basins)	2	EA	\$1,700	\$3,400
Granite Curb	280	LF	\$35	\$9,800
Brick Pavers	-	SY	\$310	-
Concrete Sidewalk	-	SY	\$35	-
Stamped Concrete Sidewalk (hexagon)	60	SY	\$40	\$2,400
6" Graded Aggregate Base	-	SY	\$10	-
Grassing (Seed)	-	AC	\$1,000	-
Asphalt	12	Ton	\$45	\$540
Milling	100	SY	\$5	\$500
<b>Sub-Total:</b>				<b>\$22,820</b>
E & C (15%)				\$3,420
<b>Total Construction Cost:</b>				<b>\$26,240</b>
Required Right of Way				-
<b>Total Project Cost:</b>				<b>\$26,240</b>

Crosswalks with brick pavers on four approaches for an additional \$24,200.

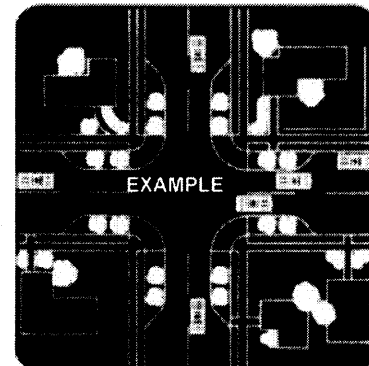
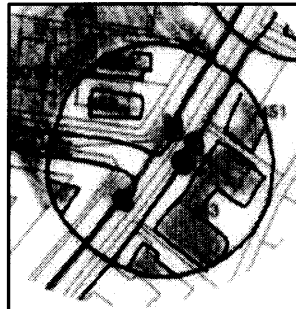




**B-6 Location: North Highland Ave at Albion Ave**

**Project Description:** Roadway Narrowings

The proposed improvement consists of narrowing the width of North Highland Ave from 15-foot travel lanes to 11-foot lanes. Narrowings will be constructed on the north and south sides of North Highland Ave. Albion Ave will be narrowed to 11-foot lanes at the intersection.



**Assumptions:**

The existing curb line will be shifted four feet towards the centerline of the road on all both sides of North Highland Ave. The existing damaged sidewalk on the southwest corner will be replaced. New sidewalk and ADA ramps will be installed at the intersection. Granite curb will be used at the intersection. The intersection will be milled and resurfaced. There are no anticipated impacts to existing utilities, drainage structures, or right-of-way.

Construction Cost Estimate				
Material	Quantity	Unit	Unit Cost	Cost
Grading Complete	Lump			\$3,500
Traffic Control	Lump			\$500
Erosion Control	Lump			\$300
Utility Relocation	-			-
Signing and Marking (2 crosswalks)	Lump			\$440
Drainage	-			-
Granite Curb	150	LF	\$35	\$5,250
Brick Pavers	-	SY	\$310	-
Concrete Sidewalk	30	SY	\$35	\$1,050
Stamped Concrete Sidewalk (hexagon)	50	SY	\$40	\$2,000
6" Graded Aggregate Base	-	SY	\$10	-
Grassing (Seed)	-	AC	\$1,000	-
Asphalt	14	Ton	\$45	\$630
Milling	100	SY	\$5	\$500
<b>Sub-Total:</b>				<b>\$14,170</b>
E & C (15%)				\$2,130
<b>Total Construction Cost:</b>				<b>\$16,300</b>
Required Right of Way				-
<b>Total Project Cost:</b>				<b>\$16,300</b>

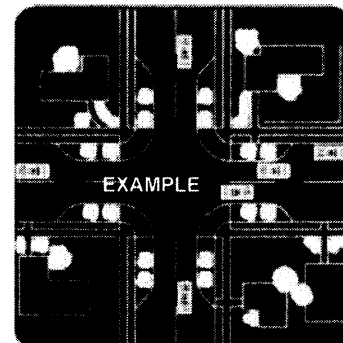
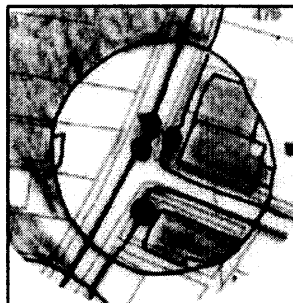
Crosswalks with brick pavers on two approaches for an additional \$12,100.



**B-7 Location: North Highland Ave at Colquitt Ave**

**Project Description:** Roadway Narrowings

The proposed improvement consists of narrowing the width of North Highland Ave from 15-foot travel lanes to 11-foot lanes. Narrowings will be constructed on the northwest, northeast and southwest corners of the intersection. Colquitt Ave will be narrowed to 11-foot lanes at the intersection.



**Assumptions:**

The existing curb line will be shifted four feet towards the centerline of the road on all corners of the intersection. New sidewalk and ADA ramps will be installed at the intersection. Granite curb will be used at the intersection. An existing drainage structure (catch basin) will need to be relocated. The intersection will be milled and resurfaced. The existing fire hydrant on the northeast corner may need to be relocated..

Construction Cost Estimate				
Material	Quantity		Unit Cost	Cost
Grading Complete	Lump			\$4,000
Traffic Control	Lump			\$500
Erosion Control	Lump			\$300
Utility Relocation (fire hydrant)	Lump			\$2,000
Signing and Marking (2 crosswalks)	Lump			\$440
Drainage (2 catch basins)	2	EA	\$1,700	\$3,400
Granite Curb	190	LF	\$35	\$6,650
Brick Pavers	-	SY	\$310	-
Concrete Sidewalk	75	SY	\$35	\$2,625
Stamped Concrete Sidewalk	-	SY	\$40	-
6" Graded Aggregate Base	-	SY	\$10	-
Grassing (Seed)	-	AC	\$1,000	-
Asphalt	14	Ton	\$45	\$630
Milling	100	SY	\$5	\$500
<b>Sub-Total:</b>				<b>\$21,045</b>
E & C (15%)				\$3,160
<b>Total Construction Cost:</b>				<b>\$24,205</b>
Required Right of Way				-
<b>Total Project Cost</b>				<b>\$24,205</b>

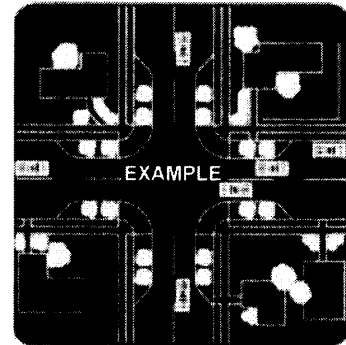
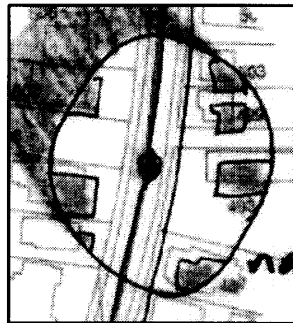
Crosswalks with brick pavers an additional \$15,200



**B-8 Location: North Highland Ave Between Colquitt Ave & Cleburne**

**Project Description: Road Narrowing**

The proposed improvement consists of narrowing North Highland Ave from the west side to create two 11-foot travel lanes.



**Assumptions:**

The existing curb line on the west side will be shifted towards the centerline of the road. The existing roadway will be milled and resurfaced adjacent to the narrowing. There are no impacts to existing utilities or drainage structures. The existing sidewalk is in good condition and will not be impacted.

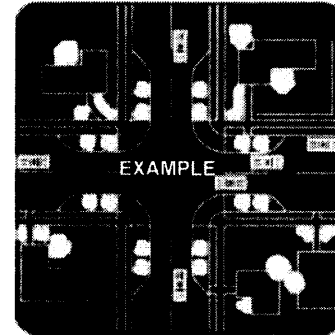
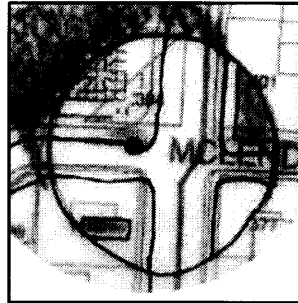
Construction Cost Estimate				
Material	Quantity	Unit	Unit Cost	Cost
Grading Complete	Lump			\$3,000
Traffic Control	Lump			\$800
Erosion Control	Lump			\$500
Utility Relocation	-			-
Signing and Marking	Lump			\$400
Drainage	-			-
Granite Curb	120	LF	\$35	\$4,200
Brick Pavers	-	SY	\$310	-
Concrete Sidewalk	-	SY	\$35	-
Stamped Concrete Sidewalk	-	SY	\$40	-
6" Graded Aggregate Base	-	SY	\$10	-
Grassing (Seed)	-	AC	\$1,000	-
Asphalt	18	Ton	\$45	\$810
Milling	167	SY	\$5	\$835
<b>Sub-Total:</b>				<b>\$10,545</b>
E & C (15%)				\$1,600
<b>Total Construction Cost:</b>				<b>\$12,145</b>
Required Right of Way				-
<b>Total Project Cost</b>				<b>\$12,145</b>



**B-9 Location: Euclid Ave at Moreland Ave**

**Project Description: Roadway Narrowings**

The proposed improvement consists of narrowing the width of Euclid Ave at Moreland Ave to 11-foot lanes. The narrowing will be constructed on the northwest corner of the intersection.



**Assumptions:**

The existing curb line will be shifted south towards the centerline of Euclid Ave at the intersection. New sidewalk and ADA ramps will be installed on the northwest corner. Granite curb will be used at the intersection. There are no anticipated impacts to existing utilities, drainage structures, or right-of-way.

Construction Cost Estimate				
Material	Quantity		Unit Cost	Cost
Grading Complete	Lump			\$2,500
Traffic Control	Lump			\$700
Erosion Control	Lump			\$200
Utility Relocation	-			-
Signing and Marking (1 crosswalk)	Lump			\$300
Drainage	-			-
Granite Curb	80	LF	\$35	\$2,800
Brick Pavers	-	SY	\$310	
Concrete Sidewalk	30	SY	\$35	\$1,050
Stamped Concrete sidewalk	-	SY	\$40	-
6" Graded Aggregate Base	-	SY	\$10	-
Grassing (Seed)	-	AC	\$1,000	-
Asphalt	-	Ton	\$45	-
Milling	-	SY	\$5	-
<b>Sub-Total:</b>				<b>\$7,550</b>
E & C (15%)				\$1,130
<b>Total Construction Cost:</b>				<b>\$8,680</b>
Required Right of Way				-
<b>Total Project Cost:</b>				<b>\$8,680</b>

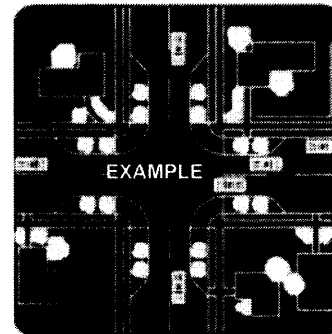
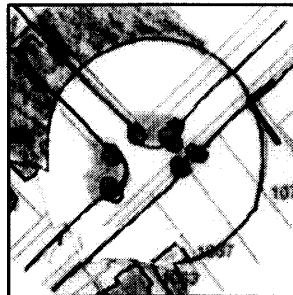
Crosswalks with brick pavers on Euclid Ave an additional \$6,000.



**B-10 Location: Euclid Ave at Washita Ave**

**Project Description:** Roadway Narrowings

The proposed improvement consists of narrowing the width of Euclid Ave and Washita Ave to 11-foot lanes travel lanes. Narrowings will be constructed on the northeast and northwest corners of the intersection.



**Assumptions:**

The existing curb line will be shifted towards the centerline of the road on northwest and southwest corners and on the east side of the intersection. New sidewalk and ADA ramps will be installed on the northwest and southwest corners. An ADA ramp will be installed on the east side of the intersection. Stamped (Hexagon) concrete sidewalk with granite curbs will be used at the intersection. Existing drainage structures on the northwest and southwest corners will need to be relocated. There are no anticipated impacts to existing utilities or right-of-way.

Construction Cost Estimate				
Material	Quantity		Unit Cost	Cost
Grading Complete	Lump			\$5,000
Traffic Control	Lump			\$500
Erosion Control	Lump			\$200
Utility Relocation	-			-
Signing and Marking (2 crosswalks)	44	LF	\$10	\$440
Drainage (Relocate 2 catch basins)	2	EA	\$1,700	\$3,400
Granite Curb	190	LF	\$35	\$6,650
Brick Pavers	-	SY	\$310	-
Concrete Sidewalk	-	SY	\$35	-
Stamped Concrete Sidewalk (hexagon)	20	SY	\$40	\$800
Asphalt	20	Ton	\$45	\$900
Milling	200	SY	\$5	\$1,000
<b>Sub-Total:</b>				<b>\$18,890</b>
E & C (15%)				\$2,830
<b>Total Construction Cost:</b>				<b>\$21,720</b>
Required Right of Way				-
<b>Total Project Cost:</b>				<b>\$21,720</b>

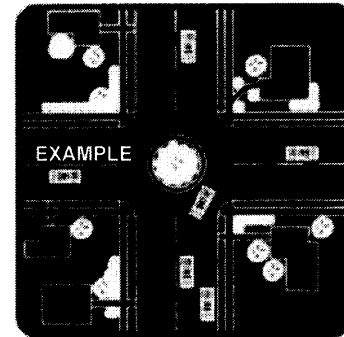
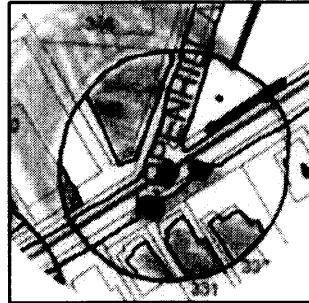
Crosswalks with Brick Pavers on two approaches for an additional \$12,100.



**C-1 Location: North Highland Ave at Copenhill Ave**

**Project Description: Mini Traffic Circle with Roadway Narrowings**

The proposed improvement consists of constructing a mini traffic circle with roadway narrowings on the south side of North Highland Ave.



**Assumptions:**

The mini traffic circle will have a minimum diameter of eight feet. The existing curb line on the south side of North Highland Ave will be shifted towards the centerline to divert traffic around the mini circle. The existing curb line on the north side at Copenhill Ave will be shifted to divert traffic around the traffic circle. Existing sidewalk on the northeast and northwest corners of the intersection and along the south side will be replaced with stamped concrete (Hexagon). The existing fire hydrant on the northeast corner may be impacted. There are no impacts to drainage or other utilities.

Construction Cost Estimate				
Material	Quantity		Unit Cost	Cost
Grading Complete	Lump			\$4,500
Traffic Control	Lump			\$1,000
Erosion Control	Lump			\$1,000
Utility Relocation (fire hydrant)	Lump			\$2,000
Signing and Marking ( 2 signs and crosswalks)	Lump			\$1,000
Drainage	-			-
Granite Curb	180	LF	\$35	\$6,300
Brick Pavers	-	SY	\$310	-
Concrete Sidewalk	-	SY	\$35	-
Stamped Concrete Sidewalk (Hexagon)	100	SY	\$40	\$4,000
6" Graded Aggregate Base	10	SY	\$10	\$100
Grassing (Seed)	.1	AC	\$1,000	\$100
Asphalt	18	Ton	\$45	\$810
Milling	130	SY	\$5	\$650
<b>Sub-Total:</b>				<b>\$21,460</b>
E & C (15%)				\$3,220
<b>Total Construction Cost:</b>				<b>\$24,680</b>
Required Right of Way				-
<b>Total Project Cost</b>				<b>\$24,680</b>

Crosswalks with brick pavers on two approaches for an additional \$12,100.

### ***Project Description:*** Roundabout and Roadway Narrowings

A hand-drawn sketch map, likely a photocopy or reproduction of a drawing. The map shows a street intersection and surrounding areas. Key features include:

- A vertical road labeled "MORELAND AVE N.E." running through the center.
- A horizontal road at the top left labeled "ENE".
- A diagonal road branching off from Moreland Ave N.E. towards the bottom left.
- A large oval shape drawn around a central portion of the map, encompassing the intersection and the diagonal road.
- Various building footprints and structures sketched along the streets.
- Text labels on the right side: "Sta" near the top, "mini ci." below it, and "Sim Inf" further down.
- Other smaller text like "100 7900" and "100 8200" appears near the top left.

The drawing style is rough and illustrative, typical of a field sketch or a preliminary map.

A single lane roundabout will be constructed at the intersection. The construction of the roundabout will be performed within the existing right-of-way. Existing drainage structures and utilities will need to be relocated. Raised landscape islands will be constructed on each approach to channelized traffic through the roundabout. At the intersection new sidewalk will be installed along both sides Austin Ave and the frontage road. ADA ramps will be installed on each approach to the roundabout. Concrete curb and gutter will be used at the intersection. Existing drainage structures and utilities will need to be relocated. The intersection will be milled and resurfaced.

The existing raised concrete median along the frontage road will be removed from Austin Ave and DeKalb Ave and replaced with a wider landscaped median. A mini traffic circle will be installed at the intersection of Alta Ave with the Frontage Road.

# I N M A N P A R K

## T R A F F I C C A L M I N G P L A N



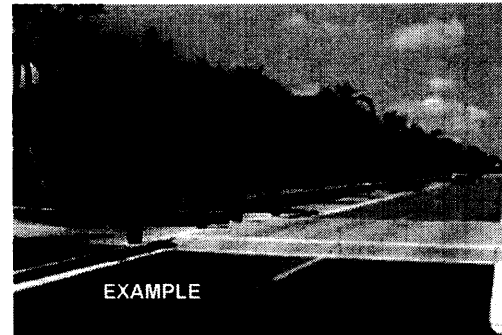
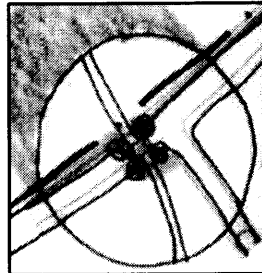
Construction Cost Estimate				
Material	Quantity		Unit Cost	Cost
Grading Complete	Lump			\$90,000
Traffic Control	Lump			\$3,500
Erosion Control	Lump			\$1,500
Utility Relocation	-			-
Signing and Marking (4 crosswalks & signs)	Lump			\$1,900
Drainage ( Relocate/reconstruct 7 catch basins)	7	EA	\$2,200	\$15,400
Concrete Curb & Gutter	1,500	LF	\$18	\$27,000
Brick Pavers	-	SY	\$310	-
Concrete Sidewalk	100	SY	\$35	\$3,500
Stamped Concrete Sidewalk (hexagon)	-	SY	\$40	-
6" Graded Aggregate Base	135	SY	\$10	\$1,350
Grassing (Seed)	1	AC	\$1,000	\$1,000
Asphalt	250	Ton	\$45	\$11,250
Milling	2,000	SY	\$5	\$10,000
<b>Sub-Total:</b>				<b>\$166,400</b>
E & C (15%)				\$24,960
<b>Total Construction Cost:</b>				<b>\$191,360</b>
Required Right of Way				-
<b>Total Project Cost:</b>				<b>\$191,360</b>





**D-1 Location: North Highland Ave at Camel Ave**

**Project Description:**  
*Raised Pedestrian Crosswalk*



The proposed improvement consists of constructing a raised pedestrian crosswalk across North Highland Ave at the existing road narrowing located just west of the intersection, where the Freedom Park PATH crosses North Highland.

**Assumptions:**

The raised crosswalk will be constructed 23 feet in length and 22 feet in width. The top of the raised crosswalk will consist of stamped concrete with granite borders on both sides. The ramps will consist of stamped concrete. There are no impacts to the existing drainage or utilities.

Construction Cost Estimate				
Material	Quantity		Unit Cost	Cost
Grading Complete	Lump			\$1,000
Traffic Control	Lump			\$400
Erosion Control	Lump			\$200
Utility Relocation	-			-
Signing and Marking	2			\$500
Drainage	-			-
Granite Curb	100	LF	\$35	\$3,500
Brick Pavers	-	SY	\$310	-
Concrete Sidewalk	-	SY	\$35	-
Stamped Concrete Crosswalk	60	SY	\$40	\$2,400
6" Graded Aggregate Base	60	SY	\$10	\$600
Grassing (Seed)	-	AC	\$1,000	-
Asphalt	-	Ton	\$45	-
Milling	-	SY	\$5	-
<b>Sub-Total:</b>				<b>\$8,600</b>
E & C (15%)				\$1,290
<b>Total Construction Cost:</b>				<b>\$9,890</b>
Required Right of Way				-
<b>Total Project Cost</b>				<b>\$9,890</b>

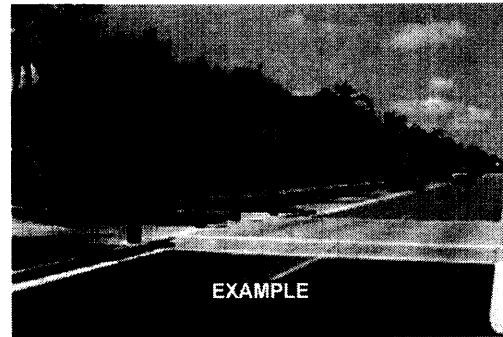
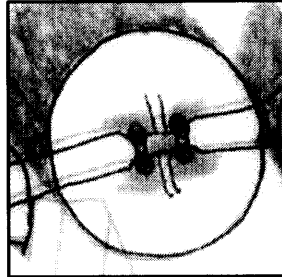
Crosswalks with brick pavers on top an additional \$8,300.



### **D-2 Location: Austin Ave at Sinclair Ave**

#### **Project Description:** **Raised Pedestrian** **Crosswalk**

The proposed improvement consists of constructing a raised pedestrian crosswalk across Austin Ave at the existing road narrowing located just west of the intersection, where the Freedom Park PATH crosses Austin Avenue.



#### **Assumptions:**

The raised crosswalk will be constructed 23 feet in length and 22 feet in width. The top of the raised crosswalk will consist of stamped concrete with granite borders on both sides. The ramps will consist of stamped concrete. There are no impacts to the existing drainage or utilities.

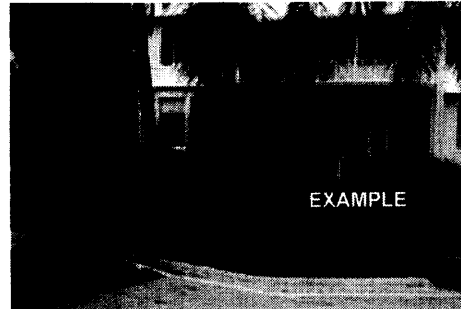
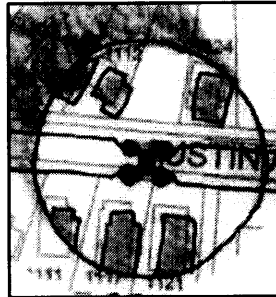
Construction Cost Estimate				
Material	Quantity	Unit	Unit Cost	Cost
Grading Complete	Lump			\$1,000
Traffic Control	Lump			\$400
Erosion Control	Lump			\$200
Utility Relocation	-			-
Signing and Marking	2			\$500
Drainage	-			-
Granite Curb	100	LF	\$35	\$3,500
Brick Pavers	-	SY	\$310	-
Concrete Sidewalk	-	SY	\$35	-
Stamped Concrete Crosswalk	60	SY	\$40	\$2,400
6" Graded Aggregate Base	60	SY	\$10	\$600
Grassing (Seed)	-	AC	\$1,000	-
Asphalt	-	Ton	\$45	-
Milling	-	SY	\$5	-
<b>Sub-Total:</b>				<b>\$8,600</b>
E & C (15%)				\$1,290
<b>Total Construction Cost:</b>				<b>\$9,890</b>
Required Right of Way				-
<b>Total Project Cost:</b>				<b>\$9,890</b>

Crosswalk with brick pavers on top an additional \$8,300.



**D-3 Location: Austin Ave East of Euclid Ave**

**Project Description:**  
Roadway Narrowings and Speed Hump



The proposed improvement consists of narrowing the width of Austin Ave to 11-foot travel lanes and constructing a speed hump. Narrowings will be constructed on both sides of Austin Ave.

**Assumptions:**

The existing curb line will be shifted towards the centerline of the road narrowing Austin Ave to 11-foot travel lanes. A 22-foot wide speed hump will be constructed at the narrowing. The speed hump will be constructed using stamped concrete with granite borders. There are no anticipated impacts to drainage, utilities or right-of-way.

Construction Cost Estimate				
Material	Quantity	Unit	Unit Cost	Cost
Grading Complete	Lump			\$3,500
Traffic Control	Lump			\$500
Erosion Control	Lump			\$200
Utility Relocation	-			-
Signing and Marking (2 signs)	Lump			\$500
Drainage	-	EA	\$1,700	-
Granite Curb	250	LF	\$35	\$8,750
Brick Sidewalk	-	SY	\$60	-
Concrete Sidewalk	-	SY	\$35	-
Stamped Concrete	55	SY	\$40	\$2,200
6" Graded Aggregate Base	-	SY	\$10	-
Grassing (Seed)	-	AC	\$1,000	-
Asphalt	-	Ton	\$45	-
Milling	-	SY	\$5	-
<b>Sub-Total:</b>				<b>\$15,650</b>
E & C (15%)				\$2,350
<b>Total Construction Cost:</b>				<b>\$18,000</b>
Required Right of Way				-
<b>Total Project Cost</b>				<b>\$18,000</b>

Brick pavers for an additional \$16,700.



**E-1 Location: Lake Ave at Elizabeth**

**Project Description:** Sidewalk Replacement

The proposed improvement consists of sidewalk replacement adjoining a pocket park, in a location where no sidewalk exists

**Assumptions:**

The sidewalk will be replaced with brick pavers to match the nearest adjacent historic brick sidewalk. ADA ramp will be installed at the existing crosswalk.

Construction Cost Estimate				
Material	Quantity	Unit	Unit Cost	Cost
Grading Complete	Lump			
Traffic Control	Lump			-
Erosion Control	Lump			-
Utility Relocation	-			-
Signing and Marking (3 signs)	-			-
Drainage	-			-
Granite Curb	515	LF	-	\$18,800 <sup>1</sup>
Brick Pavers	1899	SY	-	\$18,200 <sup>1</sup>
Concrete Sidewalk	-	SY	\$35	-
Stamped Concrete Sidewalk (Hexagon)	-	SY	\$40	-
6" Graded Aggregate Base	-	SY	\$10	-
Grassing (Seed)	-	AC	\$1,000	-
Asphalt	-	Ton	\$45	-
Milling	-	SY	\$5	-
<b>Sub-Total:</b>				<b>\$37,000</b>
E & C (15%)				\$5,500
<b>Total Construction Cost:</b>				<b>\$42,550</b>
Required Right of Way				-
<b>Total Project Cost:</b>				<b>\$42,550</b>

Notes: 1. Represents actual bid from The Paving Stone Company

**INMAN PARK TRAFFIC CALMING  
Implementation Table**

Measure ID	Measure Description	Potential Funding Source			Priority <sup>1</sup>	Time Frame	Notes / Action Items
		Design	Engineering	Construction			
1	Sembler affected improvements at Moreland		Sembler	Sembler		1 FY 03-04	Include funding for permit drawings in IPNA budget as backup
2	Sembler affected improvements at Edgewood & Elizabeth		Sembler	Sembler		1 FY 03-04	Include funding for permit drawings in IPNA budget as backup
3	Brickworks/Lake Ave South safety improvements		City / (IPNA alt)	City		1 FY 03-04	Include funding for engineering in IPNA budget as backup
4	Freedom Park intersections	IPNA	IPNA	City/FPC/Parks		1 FY 03-04	
5	Lake Ave at Elizabeth		City / (IPNA alt)	City / IPNA		1 FY 03-04	Pursue collaboration with FPC, City, Parks resources for construction funding; include further design study in IPNA budget
6	Entrance features	IPNA	Various	Developers		1 FY 03-04	IPNA budget to include design. Some construction funding identified
7	Euclid/Elizabeth mini circle		TBD	TBD		1 FY 03-04	Pursue potential private funding through FOIP
8	North Highland at Elizabeth / Bernina		Developer TBD	Developer TBD		2 FY 04-05	Include further study of concept/design in IPNA budget
9	North Highland slowdown		IPNA / Developer TBD	City / Developers TBD		2 FY 05-06	May involve developers, N Highland businesses, FOIP
10	Moreland to Highland cut-through (Mansfield/Cleburne speed cushions)		IPNA	City; FOIP		2 FY 03-04	Could be candidate for fundraiser
11	Moreland/DeKalb interchange	LCI	LCI	LCI		2 FY 04-05	
12	Edgewood at Hurt improvements		LCI	LCI		3 FY 05-06	
13	Delta Park roundabout	IPNA	IPNA	City/?		3 FY 05-06	Include further study of concept/design in IPNA budget
14	Little Five Points improvements (Austin/Euclid roundabout; Washita/Euclid bulbout)	IPNA	IPNA/City/LCI	City/LCI/FOIP		3 FY 05-06	Include further study of concept/design in IPNA budget
15	Hurt Street roundabout					4 TBD	
16	Elizabeth at Waverly alignment					4	
17	Edgewood at Waddlell narrowing					4	
18	Waverly/Springvale bridge					5	

**General Notes:**

Priority determined by the following criteria: Safety urgency, Existing or potential external funding, Likelihood of City support, ability to group engineering projects for economies of scale

"Throw a slow blanket over the neighborhood." That was Ian Lockwood's introduction of recommended traffic calming measures for Inman Park. Ian, an engineer with the firm of Glatting Jackson has pioneered the concepts of traffic calming across our country and introduced them to Atlanta in Ansley Park in response to concerns for the traffic associated with Atlantic Station. Ian is working with Inman Park on behalf of the developers (The Sembler Company) of the Atlanta Gas Light property on Moreland Avenue.

Ian's recommendations include a number of institutional considerations, some very specific recommendations for physical improvements, and an invitation that IPNA begin the search for funding and funding partners. (A small portion of the required funding is already available from The Sembler and from the City.)

We will post the comprehensive set of proposed improvements on the Inman Park web site. Comments and clarifications and ultimately a plan for implementation will evolve and can be updated on the web as we make decisions.

Ian and IPNA representatives examined the major streets in and around Inman Park as well as the smaller, connecting streets. The major streets include Euclid, North Highland, Lake and "lower" Austin and Edgewood with the further understanding that DeKalb and Moreland Avenues will receive the attention of a City-sponsored task force as well.

These recommendations are preliminary ideas. Before any of the ideas can be implemented, they must be "engineered" and we must have funding.

Once the map and illustrations of the features of traffic calming measures are on-line we'll have another workshop to assist in developing neighborhood recommendations and priorities that will go to the City of Atlanta. The City is going to be our principal partner.

Ian's recommendations include:

- \* Connect Freedom Park through Inman Park by installing raised intersections where North Highland, Austin and Euclid cross the Park. Each of these would raise the pedestrian crossing to curb level, creating a speed hump or platform within the intersection. The raised portion of the intersection could be differentiated in color and texture and/or materials.

- \* Install small median islands at the entrances to Inman Park At either entrance on North Highland, at Lake and Edgewood, and other entrance points.

- \* Install speed "pillows" at the entrance to Mansfield, a form of speed hump suitable for Narrower streets.

- \* "Bump outs" with large trees are recommended along Euclid, Austin, Lake and Alta; the bump outs should be Designed to achieve a reduction in speeds to 30 mph. These bump outs are now in place with Freedom Park, but the street would be narrowed to 22' from 24'. And all new installations would narrow the street to 22'.

Ian observed a naturally occurring narrowing of Euclid (there are cars and tree limbs in the street) just west of the light at Austin, where the measured travel lanes is just 18'.

O

- \* Remove the traffic light at Edgewood and Elizabeth and install a Mini-traffic-circle

- \* Remove the traffic light at Elizabeth and Austin/Lake, redesign the Elizabeth and Lake and Elizabeth and Austin as separate intersections

- \* Remove the light at Euclid and Austin and replace with traffic Circle; this would require land at the Community Center. Ian noted that when drivers approach a traffic light, they focus only on beating the light and may not see pedestrians; with traffic circles, drivers slow and watch for pedestrians.

- \* Install mini-circles at the intersections of Elizabeth and Euclid And at Hurt and Euclid.

- \* Reconstruct the ramps at the east end of Alta and Austin to provide 24' for streets - presently it is two 24' streets and a 4' median - and provides on-street parking along the Inman Park side.

- \* Reconstruct the intersection of Euclid, Edgewood, Spruce to a Traffic circle with bump-outs. The current "merge" design is an invitation to speed.

- \* Narrow wider than needed streets like Edgewood and Lake; a number of attractive measures are available for narrowing streets.

Other recommendations that would enhance the appearance of the neighborhood include removing the berm that separates the two halves of Springvale Park and replacing the surface street (Euclid) with a bridge over the Park and removing the asphalt street surfaces to uncover the original brick surfaces throughout the neighborhood.

Working with the City, we will ask that traffic-calming principles be adopted as City policy, along with an orientation to the best management and design practices. We will need to visit the public safety agencies to ensure that adequate clearance can be achieved for emergency response vehicles and with MARTA and the Atlanta Public Schools to assure that buses can negotiate these measures easily.

Beyond the traffic calming measures there will be consideration of parking for the commercial and entertainment activities at Little Five Points - as well other commercial corners. We'll need to be mindful of the requirements of Festival - where is the tent, and what is the parade route? Routes for MARTA buses are also among the measures that we may consider along with the redevelopment of the Mead and Industrial Metals properties.

## Steve Roberts

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**From:** mike.davila@wachovia.com  
**Sent:** Sunday, November 28, 2004 11:32 AM  
**To:** Steve Roberts  
**Subject:** RE: adviceq

Steve,

Not a problem...

I will do a spreadsheet once I know the cost basis on EV, BR, BNI, LMY (These are candidate because of size and reducing exposure and concentration). Others would be considered on performance. Then I will make a proposal...

I hope this helps.....

Mike

"Steve Roberts"  
<sroberts@garail.  
com>

11/28/2004 11:14  
AM

<mike.davila@wachovia.com>

To

cc

Subject

RE: adviceq

Dear Mike,

I'll be looking thru our records for the cost basis of our holdings.

I am looking for some recommendations to consider -- to sell some stock that would allow us to "use" the MCI loss to offset any gain. Eaton Vance is a candidate, but so are several others such as Altria.

We are also looking for some recommendations to 'buy' with the proceeds of any sale.

Steve

-----Original Message-----

From: mike.davila@wachovia.com [mailto:mike.davila@wachovia.com]  
Sent: Sunday, November 28, 2004 10:52 AM  
To: Steve Roberts  
Subject: Re: adviceq



#22

05-0-0110

(Do Not Write Above This Line)

AN ORDINANCE BY  
COUNCILMEMBER DEB STARNES  
AN ORDINANCE TO ENDORSE THE  
INMAN PARK TRAFFIC CALMING PLAN,  
AS THE OFFICIAL PLANNING DOCUMENT  
FOR INMAN PARK, RELATING TO ENTRANCE  
FEATURES, ROAD NARROWINGS, INTERSECTION  
IMPROVEMENTS AND RECONFIGURATIONS AND  
RAISED ELEMENTS AND OTHER TRAFFIC CALMING  
FEATURES.

- ☐ CONSENT REFER
- ☐ REGULAR REPORT REFER
- ☐ ADVERTISE & REFER
- ☐ 1st ADOPT 2nd READ & REFER
- ☒ PERSONAL PAPER REFER

Date Referred

11/18/05

Referred To:

Transportation

Date Referred

Referred To:

Date Referred

Referred To:

First Reading

Committee \_\_\_\_\_  
Date \_\_\_\_\_  
Chair \_\_\_\_\_  
Referred To \_\_\_\_\_

Committee

Date

Chair

Action

Fav, Adv, Hold (see rev. side)  
Other

Members

Committee

Date

Chair

Action

Fav, Adv, Hold (see rev. side)  
Other

Members

Refer To

Refer To

Committee

Date

Chair

Action

Fav, Adv, Hold (see rev. side)  
Other

Members

Committee

Date

Chair

Action

Fav, Adv, Hold (see rev. side)  
Other

Members

Refer To

Refer To

CERTIFIED

FINAL COUNCIL ACTION  
☐ 2nd ☐ 1st & 2nd ☐ 3rd

Readings

☐ Consent ☐ V Vote ☐ RC Vote

MAYOR'S ACTION